

# RADIO PUTS TAMPICO BLAME ON DANIELS

Continued from page 1

condition at Tampico and have directed him remain there with Connecticut, Dolphin, Des Moines, Cyclops and Solace.

It is important to hear this radio message in mind; for on the same day, April 20, the Secretary of the Navy ordered Admiral Mayo to withdraw his forces from before Tampico, and to proceed to Vera Cruz to receive Admiral Fletcher, leaving only the gunboat Des Moines off the mouth of the river Panuco. Admiral Badger never received this order, which was not sent through himself as commander in chief, and was unaware of its existence.

Nevertheless, the Secretary of the Navy, in a formal statement, explained that this order to withdraw the ships from Tampico, where American women and children were at that moment clamoring for assistance and in danger of their lives, was issued out of regard for the safety of those very citizens, with the approval of Admirals Mayo and Badger. And from the issuance of this order by the Secretary ensued the most disgraceful episode in American naval history.

Three thousand American men, women and children had been abandoned by direct orders of their government to the fury of a Mexican mob. Late in the afternoon of the day on which Admiral Fletcher landed the American forces at Vera Cruz reports of the American seizure began to be received from Mexican sources at Tampico. The American Consul, Miller, in much alarm inquired of Admiral Mayo, on his flagship, the Connecticut, if such reports were true, saying that young Mexicans were harrying the corners of streets, that violently anti-American placards were being circulated and pasted abroad and that the lives of resident Americans were in great danger.

## Ordered Americans Left to Mob.

This news from the American Consul reached Admiral Mayo almost coincidentally with the order from Washington ordering him to withdraw the American forces. The Connecticut was lying at the mouth of the Panuco River, ten miles below Tampico; the Dolphin, Chester and Des Moines were up the river, lying before the Tampico docks.

In reply to the order to withdraw, Admiral Mayo informed Washington that Americans in Tampico were in immediate need of relief, and he asked permission to take them aboard his ships as refugees. This permission was refused.

And meantime—to quote a statement issued by 372 refugees from Tampico on board the Esperanza—"brown, howling mobs armed with clubs, stones and pistols had congregated all over the city, parading the streets and howling for 'gringo' blood. Americans immediately rushed to their homes or to places of imaginary safety; Englishmen and Germans appealed to their consuls and were hurried aboard their cruisers and merchant ships near the custom house."

Believing it incredible that Washington could at all understand the gravity of the situation, Admiral Mayo for the second time besought the

government for permission to receive Americans aboard ship, and a second time permission was refused.

Some one hundred and fifty Americans, men, women and children, assembled at the Southern and Imperial hotels, locked themselves in and made the best preparations to sell their lives dearly; while without, a mob of upwards of six hundred Mexicans, crazed with drink and excitement, smashed the windows of American hotels and houses, wrecking the drug store in the corner of the Southern Hotel itself and beating on the hotel doors in their effort to break in.

A young American engineer gave to his wife a revolver, with instructions to use it on herself and his mother in case of emergency; seeing which, other men did the like. All the women and children were huddled for safety on the second story of the hotel; the men were packed in the lobby and guarding the staircase.

## American Warships Forced to Quit.

Even a third time Admiral Mayo, rendered desperate by the Americans' plight, asked the American government for permission to take the refugees aboard. And this time his answer could leave him in no doubt. The American warships, the Dolphin, Eagle and Des Moines, were ordered to steam away from Tampico forthwith, and to anchor in the Gulf of Mexico by the river's mouth.

How easy could Admiral Mayo have restored order and preserved it is fully revealed by what happened next. The captain of the German cruiser Dresden, thoroughly aware of the situation and being apprised of this last order from Washington, ordered his launch. With only an aid he went immediately ashore, and, so the story goes, without being announced stalked into the presence of the Mexican general with an order now famous throughout the fleet. "I will give you," said he to General Zaragoza, "fifteen minutes to clear the streets. If uncleaned at the end of that time I shall shell Tampico." At the end of the fifteen minutes the streets were cleared.

Beside the wharf lay an American yacht, the Wild Duck, which the Mexican authorities had forbidden to get under way. The German captain's aid, going aboard, hauled down the Stars and Stripes and hoisted the double eagle of Prussia. And then, throughout that entire day he took Americans off to the American ships. An incident of peculiar pathos may be also told. Admiral Craddock, of the ill-fated Good Hope, sunk by the Germans off the coast of Chili, was also at Tampico on his English ship, and by his orders an English launch lent aid to the work the Germans were doing. The American Consul, Miller, deserted by the American fleet like all the rest, left Tampico on a British ship, under a British flag, with the last of the American refugees. The concluding paragraph of the statement issued by the refugees was as follows:

## Americans "Sneaked Out."

"With shame at American manhood, the administration, and naval capacity and sense of responsibility be it said that every man, woman and child, abandoned by the only force that should have protected them, was sneaked out of Tampico on ships flying the German and English flags, commanded by German and English officers."

What, then, is to be said of the formal statement of the Secretary of the Navy in explanation of his withdrawal of the ships? In the course of this he said:

"The British naval captain volunteered to send out all Americans, and, therefore, Admiral Mayo decided that it was in the best interest of the Americans in Tampico that his force should not be at Tampico."

"Admiral Badger agreed entirely with Admiral Mayo, and so reported to the department. The department, in view of this information and other information in its possession, indorsed the action of Admiral Mayo."

By no possibility can the above explanatory statement of the Secretary be squared with the facts. It is certain that Admiral Mayo protested three times against the withdrawal of the ships till the Americans had been taken aboard. It is equally certain that Admiral Badger had never heard of the order, knew nothing about the order, till long after its promulgation. No less certain is it that the truthfulness of a naval officer and his honor are the honor of the government of which he is not the representative, but a part.

It is everywhere said that on the publication of this interview by the Secretary the commander in chief, Admiral Badger, immediately wrote the Secretary of the Navy, reciting the facts and demanding an immediate retraction or he would give out the radio. This retraction is said to have been subsequently given out, but "in exceedingly small type."

# DANIELS AT ODDS WITH GENERAL BOARD

Continued from page 1

tee chairman, to which the Secretary replied:

"We are building a good navy."

"What would you say with regard to Germany?" Mr. Gray asked. "Would the same programme be necessary?"

"I think so," Mr. Daniels answered. "I think it is essential for us to have a powerful navy—not against anybody in particular, but it is essential for a nation to have a powerful navy against any untoward contingency."

"We are not against anybody; we are for ourselves," said the chairman.

"As was said just now," said the Secretary, "the time was when war was declared that a long time ahead, but men now go to war the next morning, and therefore we must always be in a state of preparedness."

"Do you think we would require as large a navy now to meet other naval powers, when they are engaged in war among themselves, as we did when they were not engaged among themselves?" Mr. Gray asked.

"I do not think we can safely have any smaller navy than we have, and we ought to have a stronger."

Near the outset of his testimony Secretary Daniels was asked by Representative Butler how the United States could encourage a movement for disarmament if it continued to build ships.

"I think it would be unwise for us to act to-day any differently than we would if there were no war abroad," said Secretary Daniels. "We should carry on our regular normal building programme. It would be a great mistake, because we hope for this (a reduction in armament) to stop building ourselves. We have a powerful navy, and to be kept powerful this navy must be added to."

What the President meant.

Representative Butler asked Secretary Daniels to explain what President Wilson meant in his message reading: "Our policy will not be for an occasion."

"I understand," was the reply, "that the President means our policy shall be that the steady development of the navy shall go along to-day as it has during the past session. He meant that we would take no hysterical action—I think he used the word 'nervous'—he recommends that we go along in orderly way to make the navy more powerful. There has been much discussion because of the war in Europe, but because of that war we should not yield to extravagant demands for the building of 100 submarines and fifty battleships."

The split between the General Board and Secretary Daniels was brought out when Representative Butler read an extract from the report of the General Board, which consists of naval experts, as admitted by Secretary Daniels, who said, nevertheless, that he could not agree with their expert recommendations.

The General Board view was:

"The absence of any definite naval policy on our part, except in the General Board, and the failure of the people, the Congress and the executive government to recognize the necessity for such a policy, have already placed us in a position of inferiority which may lead to war; and this inferiority creates until the necessity for a definite policy is recognized and that policy put into operation."

"Do you approve of this statement, which is in your report?" asked Mr. Roberts.

"I do not approve of it, and included it only for information."

"Has the department any policy, and what is it?"

"It has a policy, I think. The naval policy really is made by Congress."

Navy Department's Policy.

"But is there a policy in the navy outside of the General Board?"

"I think there is. The department advocates two battleships and the General Board four. I think the criticism of the executive department and of Congress in the General Board's report is, and I do not indorse: a word of it. I merely included it in my report for information; that is all."

"But there is no definite policy in the Navy Department," said Mr. Roberts.

"On the contrary, there is," said Secretary Daniels.

"Do you agree with the statement that because of the absence of such a policy it may lead to war, and that the navy is inferior?"

"I do not. The board may have used the word 'inferior' in referring to the number of ships. We have fewer ships than Germany and England, for instance, but I would have used 'fewer' and not 'inferior.'"

"Are we in a position of inferiority, as charged?"

"We are not, in either ships or men."

Would Not Ask for Four Ships.

Secretary Daniels' disagreement with the General Board as to his recommendations for ships of the line of defence brought out a flood of questions from members of the committee. Said Representative Brown:

"Would you recommend four battleships to be constructed this year, in line with the recommendations of the General Board, Mr. Secretary?"

"If we had sufficient resources," replied Mr. Daniels, "I might make such a recommendation for increases of this character, but not in the exigency of the present European war. Under no circumstances, in view of the great problem of the values of fighting forces at sea which are now being worked out, could I see my way clear to make an extraordinary recommendation for expenditure for four battleships at this juncture."

"If we now have a powerful navy?" asked Representative Roberts, of Massachusetts.

The Secretary thought the country had, but Mr. Roberts pursued the argument with the question as to whether or not the government should add to the effective fighting units of the sea forces. He asked if the present policy of the Navy Department contemplated the retirement of ships for age after twenty years of service.

"There is no hard and fast rule about these retirements," replied Secretary Daniels. "My opinion is that ships should be retired until its availability for further service had been passed upon by the experts of the navy. Further, it must be remembered that the retirement of ships from the first list does not put them altogether out of the line of first offence and defence. They become ships of another class, capable of being used for coast defence and for other purposes."

Two a Year Enough.

"But," insisted Mr. Roberts, "are there any fixed numbers of units decided upon by the Navy Department?"

"If we build two battleships a year that will be enough," answered Mr. Daniels, apparently unwilling to be pinned down to a direct answer as to the definite plans of the department.

Mr. Roberts read from the recommendations of the General Board for the fiscal year 1914-15, in which it was stated that the Navy Department had decided upon a fixed naval policy was a menace to the proper defensive position of the United States as a naval power.

"Is it true that there is no complete, fixed policy of naval development out-

side the General Board?" demanded Mr. Roberts.

"The Congress fixes the naval policy of the United States," said Mr. Daniels.

"It had not heretofore been the policy of the department to make public the recommendations of the General Board, but I decided that the public was entitled to the views of its experts and so adopted the system of incorporating those recommendations in the appendix of my own report. I do not consider the General Board's criticism of the attitude and the action of Congress was very wise. I think the criticism against Congress was too sweeping to be good policy."

But does the General Board not criticize the Navy Department also?" said Mr. Roberts.

The Secretary said he was not so sure on this point.

"Isn't it a fact, then," added Mr. Roberts, "that this failure adequately to follow the recommendations of the General Board has already placed us in a position of inferiority in comparison with the other naval powers of the world which, as the General Board says, must lead to war?"

"No," said Mr. Daniels firmly. "We are not inferior either in ships or in men, nor in any other way, except, of course, in the matter of numbers."

National Council of Defence.

Representative Hobson, of Alabama, drew Secretary Daniels into a discussion of the proposed plan for the creation of a national council of defence. The insistence of the Secretary that the condition of the Treasury was the first consideration when problems of naval enlargement and increased power were under discussion provoked Mr. Hobson to take up with him the question of policy.

The Alabama wanted to know if the Secretary did not feel that the coordination of the entire estimating power in a council of national defence, comprising diplomats, legislators and men familiar with the financial problems of the country and with the necessities of the navy and army, such as the experts of the General Board of the navy and the General Staff of the army, could not formulate a general plan, taking every angle of the problem into consideration, and bring about a more concerted effort which, when it took the concrete form of direct recommendations, would receive the respectful consideration of the whole public at the same time that it would be the result of the calculations of the individual legislator out of the calculations of the future.

Secretary Daniels answered that he opposed such a council as out of line with the American policy of a divided responsibility as among the three branches of government—executive, legislative and judicial. He thought it would be destructive of the time honored policy of government.

After recess the examination of Secretary Daniels as to the general plan of increase of the navy was reopened by Representative Roberts. Mr. Daniels explained that the General Board's original plan, as adopted more than a decade ago, was for the creation of a first line of defence, and called for the building of two battleships a year, and on the basis of the original draft of the plan the ultimate first line strength of the navy—forty-eight battleships—would have been in commission by 1919. Congress had, however, seen fit from time to time, notably in 1907 and in 1912 and 1913, to cut down the annual authorization to a single battleship. For this reason the plan had been changed, and since 1908 the General Board had been arguing the authorization of four battleships a year.

There followed an extensive discussion of the present and probable strength of the navy by 1919, the date specified for the completion of the General Board's plan.

The Secretary explained that the General Board had always insisted that its plan for development did not consider eliminations from the first line because of retirements of superannuated craft. He insisted that such eliminations did not take the battleships thus retired out of the navy altogether, but simply out of the first line.

Standing of the General Board.

Representative Roberts was anxious to obtain from the Secretary his opinion relative to the confidence which a Secretary of the Navy should place in the navy General Board. He asked, flatly:

"How much confidence could you place in the General Board?"

To this question Chairman Padgett interposed an objection, and Representative Farr, of Pennsylvania, wanted to know of the Secretary if he was in accord with the General Board.

Mr. Daniels said that he was in accord with its recommendations as to the class of ships, the administration of the service and such matters, and with the recommendations in so far as they did not exceed the limit of responsibility in the matter of expenditure. Finally the Secretary said:

"I do not consider it imperative that the programme as outlined be completed arbitrarily by 1919. The point is to sustain the progress of that steady and its upbuilding along scientific lines."

"Is there any policy regarding the number of destroyers?" asked Mr. Roberts.

The Secretary reverted at once to his copy of the General Board's recommendations and replied that, if the plan of the General Board was adhered to, there would be eighty-four destroyers, or four for each battleship. This ratio had been the basis of that ratio had been according to the Secretary, it was desirable that it should be, and this and future estimates were based on such conclusion. The General Board had not set a limit to four destroyers when it first made up the plan. That was, however, before the days of the modern destroyer.

Discussion of the general question of submarines elicited the information that the flotilla on the Asiatic station, with headquarters at Cavite, P. I., was being augmented. There are now six submarines with their base at Cavite. Three more are en route, bringing the total to nine. Their principal function there up to the present has been according to Captain Winterhalter, four more of the underwater fighters are at Honolulu, and five are at San Francisco. This brings the American submarine force in the Pacific up to eight submarines, or more than half of such ships now in the naval service.

Secretary Daniels was asked about

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# BE NEUTRAL, BUT BE PREPARED, IS PLEA

Naval Architects Also Hear Need of Merchant Marine Urged.

Men active in marine and naval circles were present yesterday at the opening of the twenty-second meeting of the Society of Naval Architects and Marine Engineers in the Engineering Societies Building, 29 West 39th st.

Illness prevented the attendance of Robert M. Thompson, of Washington, president of the society, and Stevenson Taylor, past-president, was in the chair. In his address Mr. Taylor spoke of the necessity of a merchant marine, but emphatically opposed government ownership.

"Because we have shipped so long in foreign vessels," he said, "our agriculturists care little whether we have

an American merchant marine or not. This should be inverted."

After going into the history of foreign shipping Mr. Taylor commented on the rapid advance of Great Britain, Germany and Japan in merchant marine. He expressed pleasure in the fact that since the war broke out in Europe ninety-seven vessels which had sailed under foreign flags had come under American registry.

Talking on the substitution of electricity for steam power, the speaker said: "The application of electricity as a propelling power in vessels is advancing. It is even possible that battleships may be driven by electricity. It has been employed satisfactorily in the submarine, and the subway and elevated trains show what it is capable of."

The election of the following officers was announced: W. I. Babcock, W. L. Capps, W. F. Durand and D. W. Taylor, vice-presidents; Daniel H. Cox, secretary-treasurer, and various committees.

A paper on "Launching Data for a Battleship" was not read owing to the non-arrival of some pictures from Washington. It will probably be read to-morrow by Naval Constructor J. G. Tawres, U. S. N.

"A submarine now can travel from 130 to 150 miles submerged, and I believe that the submarine will cause the construction of battleships to be changed."

Mr. Taylor advanced a plea for neutrality, but asserted that the United States should be prepared for any emergency and maintain an efficient army and navy.

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